

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 2/22/2011 Page 1 of 1

TO: Pete Siegenthaler, Prin TE /			FILE: E.A. 04 - 0120F4	
M: Kannu Balan, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
			FED. NO.	
CCO#: 168	SUPPLEMENT#: 0	Category Code: CHPK	CONTINGENCY BALANCE (incl. this change) \$171,557,872.11	
COST: \$25,697.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Traveler Rail Gap Variation			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 2

THIS CHANGE ORDER PROVIDES FOR:

Increasing the main longitudinal traveler rail segments gap tolerance on the SAS and Skyway portions of the bridge. Allowing the use of slotted holes in the web of the main traveler rail at the fixed connection. Increasing the E2/E3 bikepath traveler rail segments gap tolerance.

Fabrication, galvanizing, and erection tolerances exceed the traveler rail minimum gap requirements. Increasing the allowable gap facilitates reasonable fabrication procedures and will improve field installation while still allowing the traveler trolley wheels to pass without snagging. The Design JV suggests that a slotted hole be added at fixed connections to allow for further field adjustments during erection, to match the slotted hole already provided on the Skyway replacement rail plans. The E2/E3 bike path traveler rail mounting is more suited to field drilling, which does not require a slotted hole.

This change order resolves the costs associated with Contractor Request For Information (RFI) number 2008R1 with respect to changes listed above.

The total cost of this change order is \$25,697.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

There will be no time adjustment for this change, as it does not affect the controlling operation.

This change order has concurrence from Peter Siegenthaler (Principal Engineer), William Casey (Structure Rep.), Lina Ellis (Maintenance), and Wenyi Long (OSCM Oversight).

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: PCE, Pete Siegenthaler, Prin TE	Date	9/16/10	THIS REQUEST		TOTAL TO DATE
Bridge Engineer: Struct Rep, Bill Casey, Sup BE	Date	2/8/11	ITEMS	\$0.00	\$0.00
Project Engineer: CT Oversight, Wenyi Long, P.E.	Date	9/20/10	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Date		AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:	Date		ADJUSTMENT	\$25,697.00	\$25,697.00
Environmental:	Date		TOTAL	\$25,697.00	\$25,697.00
Other (specify):	Date		FEDERAL PARTICIPATION		
Other (specify): Struct. Maint, Lina Ellis	Date	9/20/10	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE PERCENT		
					